

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office TUES. 12 SEP 1893)

Date of writing Report *Sept 11* 18 *93* When handed in at Local Office 18 *Port of London.*

No. in Reg. Book. *Survey held at London.* Date, First Survey *and* Last Survey *Sept 11. 1893*

*127* on the Machinery of the *Wood, Iron or Steel* *S.S. "OOPACK"* Master *J. Davies.*

Tonnage { Gross *2705* Net *1730* Vessel built at *Glasgow.* By whom *D & W. Henderson & Co.* When *1883.* 12

Registered Horse Power *480* Engines made at *D.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*

No. of Main Boilers *2* Owners *China Mutual P. & O. Co.* Port *London* Voyage *China*

Steam Pressure in Main Boilers *90 lbs* If Surveyed *Afloat or in Dry Dock* *Cubitt Town Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Condition*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

*Examined propeller, stern bush & sea connections fastenings all found to be in good condition.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed with out fresh record of survey.*

Office or Registration Fee (per Reg. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

\*State if Certificate is required

Committee's Minute *FRI 15 SEP 1893*

Assigned *As now*

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register Foundation

*Lon 700 - 0033*

State if a Report is also now sent on the Ship

\*Certificate to be sent to

16-LRPH-Form No. 9—Transfer Ink—10,000, 20/1/93.

(The Surveyor are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

N.A.

14-9-93

